

SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Tonight's agenda

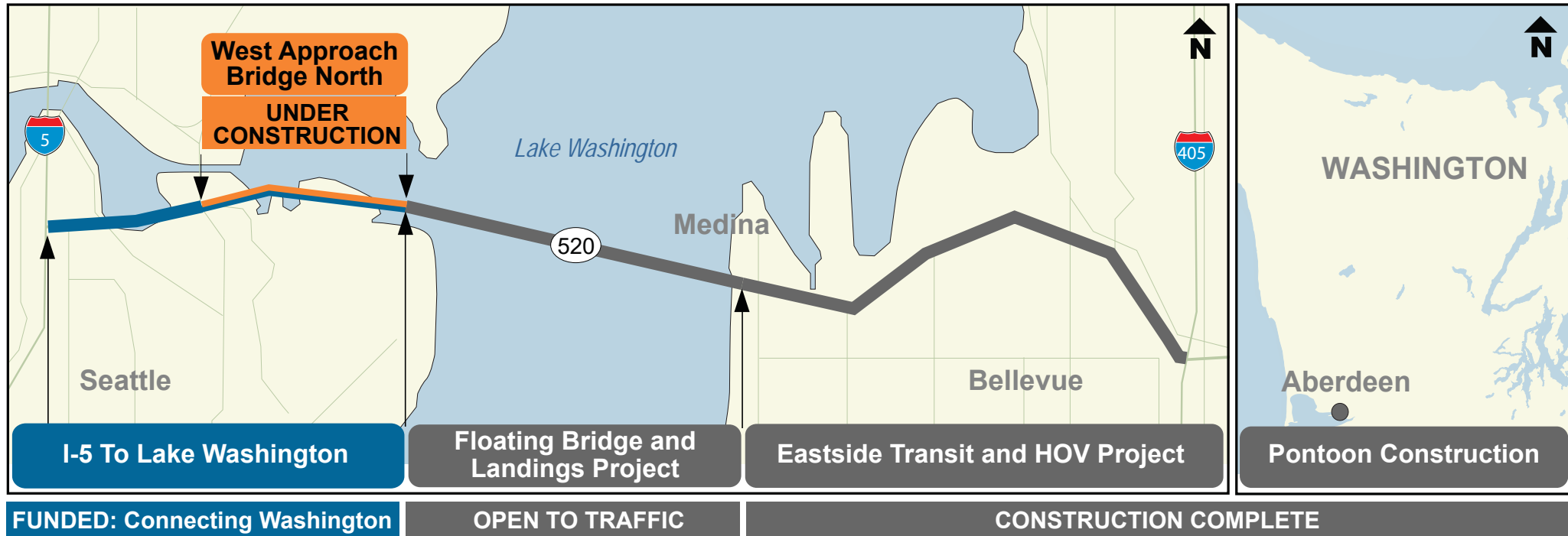
- **5:30 p.m.** Meeting begins
- **5:45 p.m.** Short presentation
- **6:00 p.m.** Facilitated question and answer session
- **6:30 p.m.** Open house format with staff available for small group questions
- **7:30 p.m.** Meeting adjourns



SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



SR 520 program map



Program schedule

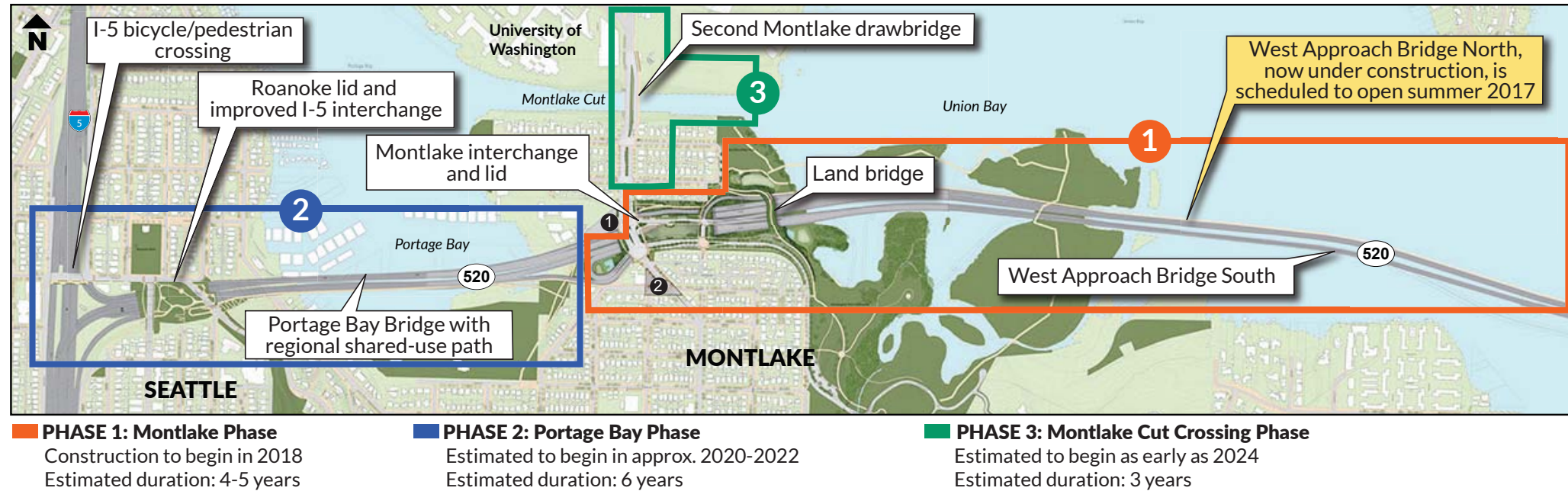
- Eastside Transit and HOV Project: Opened 2014
- Pontoon Construction Project (Aberdeen): Completed 2015
- New floating bridge: Opened April 2016
- West Approach Bridge North: Opening summer 2017
- Remaining west side corridor: Fully funded, construction to begin in 2018

SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Rest of the West overview

All remaining elements of the SR 520 Program from I-5 to Lake Washington are now fully funded. These elements, known as the “Rest of the West” will build key safety and mobility improvements for the region and reconnect local communities divided by the original construction of SR 520 in the 1960s. Below are the key elements of the Rest of the West, which will be built in three major phases. The next phase is scheduled to begin by 2018.



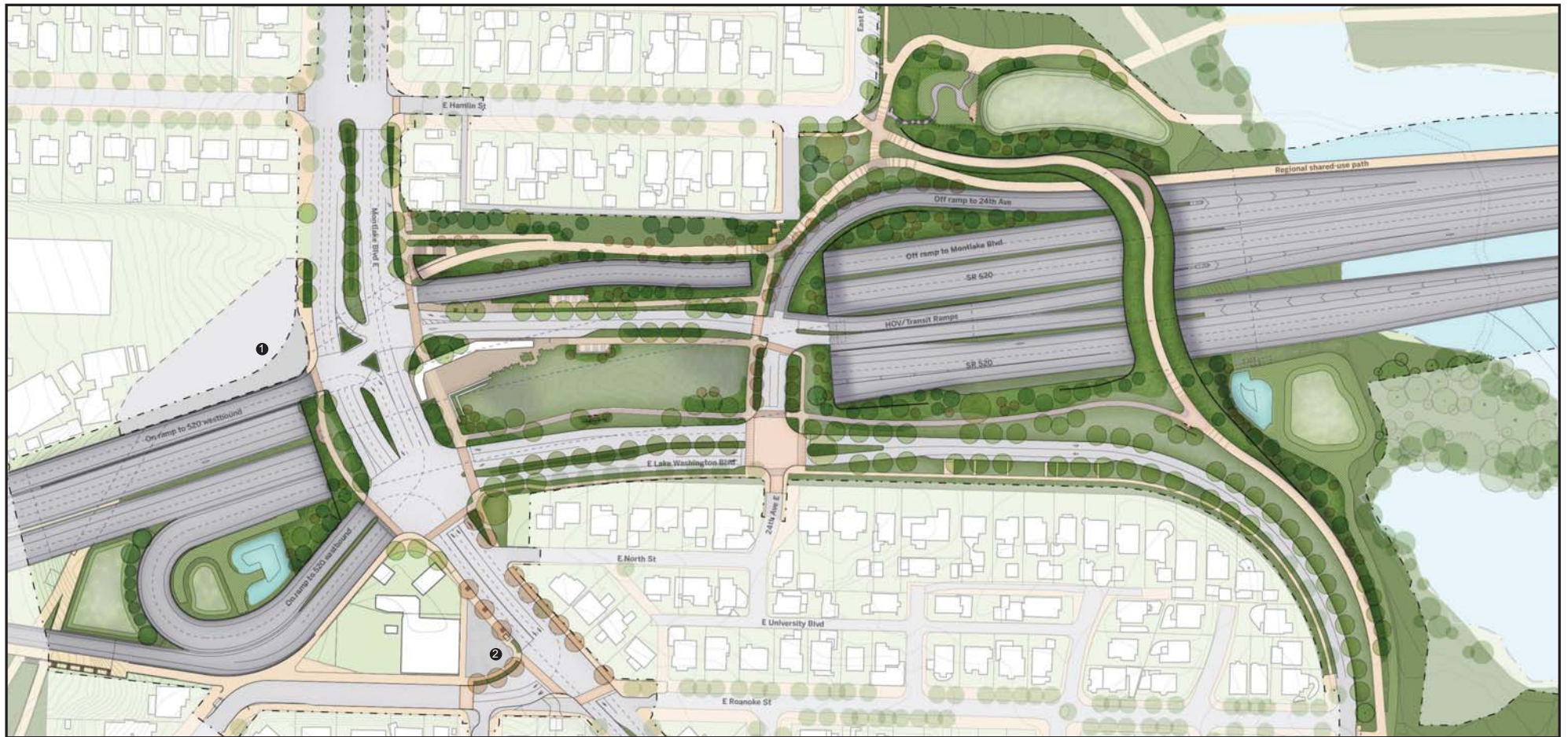
Concepts and materials shown may be further refined pending outcomes of ongoing maintenance conversations between WSDOT, the City of Seattle, and King County Metro. For clarity, renderings do not show all utilities, transit infrastructure, and signage.

- 1 Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.
- 2 City-owned property under review by the City of Seattle. See page 23 of the draft NTMP report or a separate display board for additional detail of this area.

SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



SR 520 Montlake Phase: Project improvements in the Montlake area



Design shown at completion of the SR 520 Montlake Phase in approximately 2022-2023.



Concepts and materials shown may be further refined pending outcomes of ongoing maintenance conversations between WSDOT, the City of Seattle, and King County Metro. For clarity, renderings do not show all utilities, transit infrastructure, and signage.

- ❶ Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.
- ❷ City-owned property under review by the City of Seattle. See page 23 of the draft NTMP report or a separate display board for additional detail of this area.

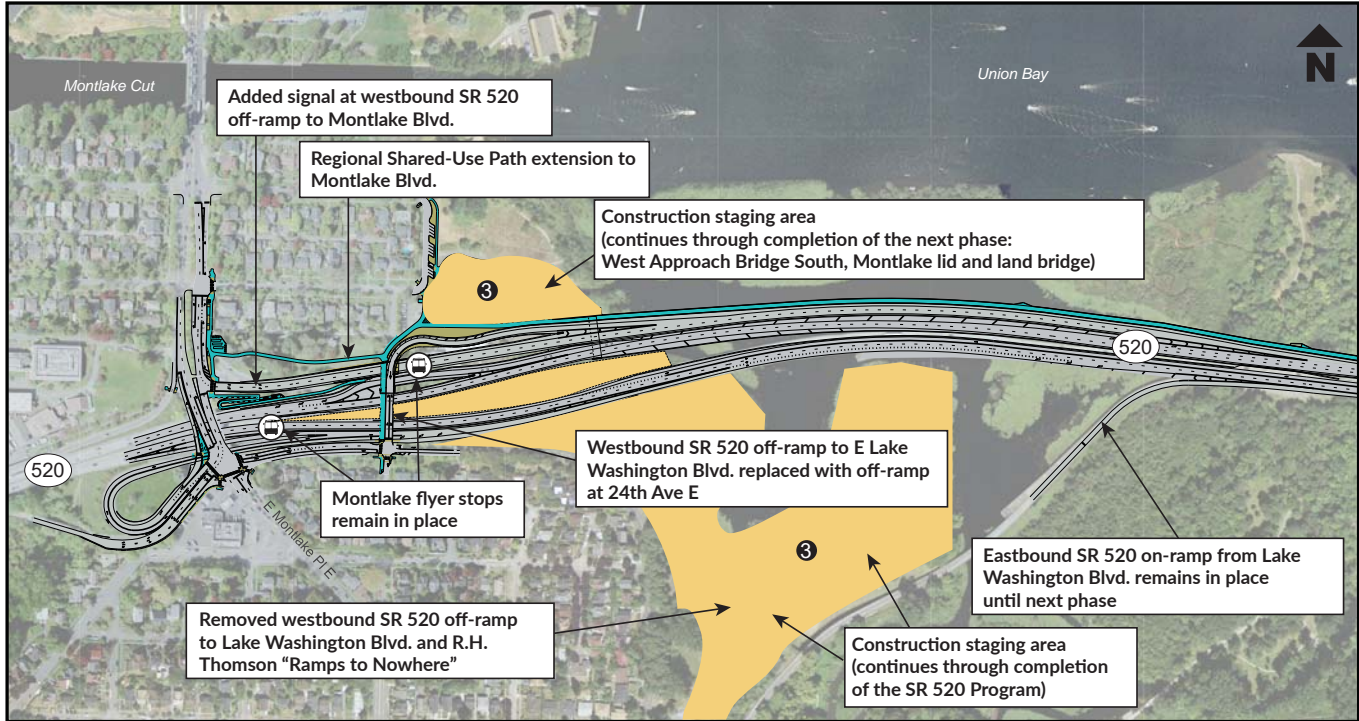
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



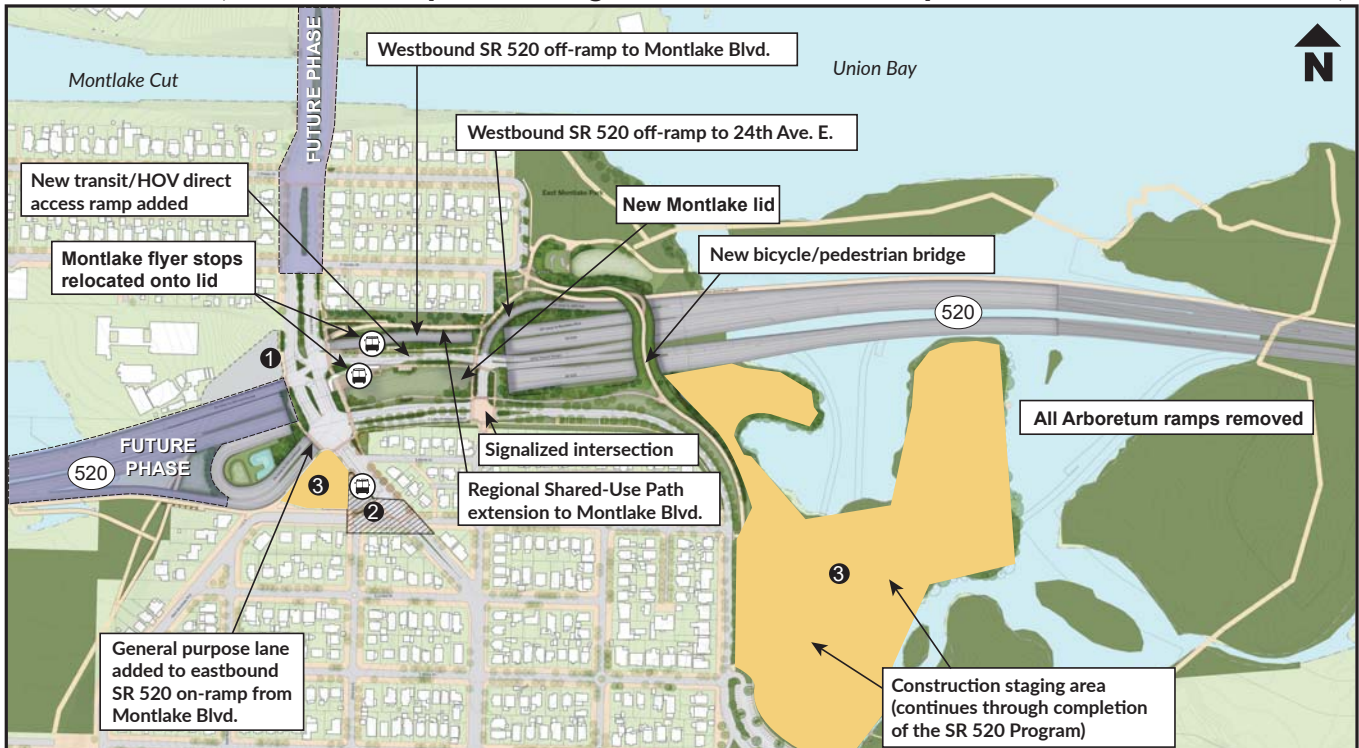
Building Montlake-area improvements in phases

Key refinements to the Montlake area after the West Approach Bridge North (WABN) is complete (top) and the Montlake Phase is complete (bottom).

West Approach Bridge North (at completion in 2017)



Montlake Phase (construction expected to begin in 2018; shown at completion, estimated in 2022-2023)



① Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.

② City-owned property under review by the City of Seattle. See page 23 of the draft NTMP report or a separate display board for additional detail of this area.

③ Area needed for project improvements and construction staging and phasing.

Note: Construction schedules and staging areas are subject to change as design and construction plans are confirmed.

SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Overview: what is the draft Montlake Phase Neighborhood Traffic Management Plan?

- Fulfills a commitment from the 2011 Memorandum of Understanding (MOU) between WSDOT and the City of Seattle.
- Defines potential traffic management measures to proactively reduce SR 520 project construction effects.
- A living document, updated for each phase of SR 520 construction.
- Shares the City of Seattle's and WSDOT's commitment to enhance the safety and livability around SR 520 during construction.



SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



What's included in the draft NTMP?

- **Executive Summary**
- **Chapter 1:** Background
- **Chapter 2:** Public Involvement
- **Chapter 3:** Projects completed or underway
- **Chapter 4:** Potential local street measures
- **Chapter 5:** Conclusion

Neighborhood Traffic Management Plan SR 520 Montlake Phase Update

MARCH 2017

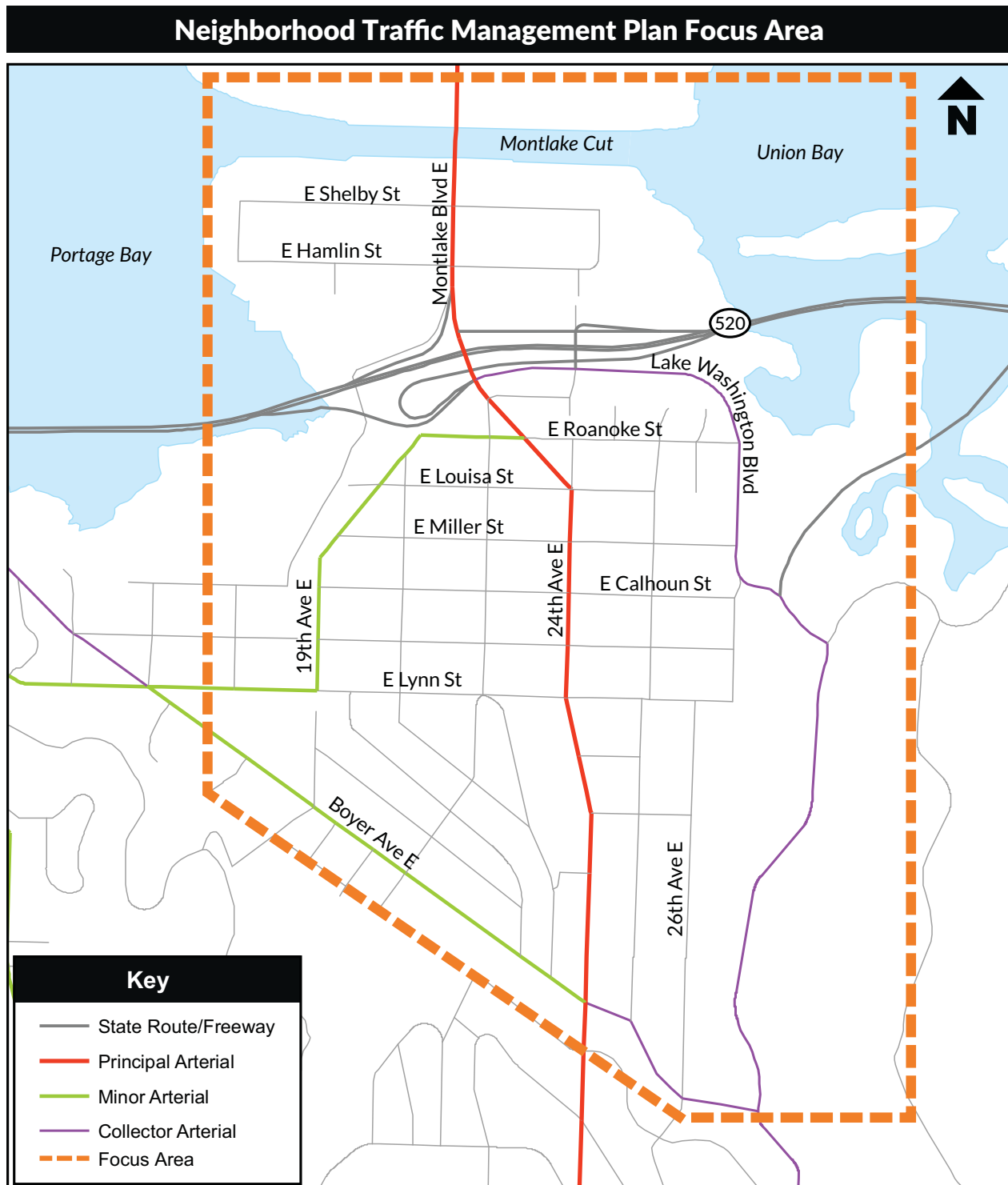


SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



NTMP geographic focus area

- The Montlake Phase NTMP focuses on the Montlake Boulevard corridor area from the Montlake Cut to Boyer Avenue East (between 19th Avenue East and East Lake Washington Boulevard).
- Future phases of SR 520 construction (i.e. the Portage Bay Phase) will focus on other geographic areas.



SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM

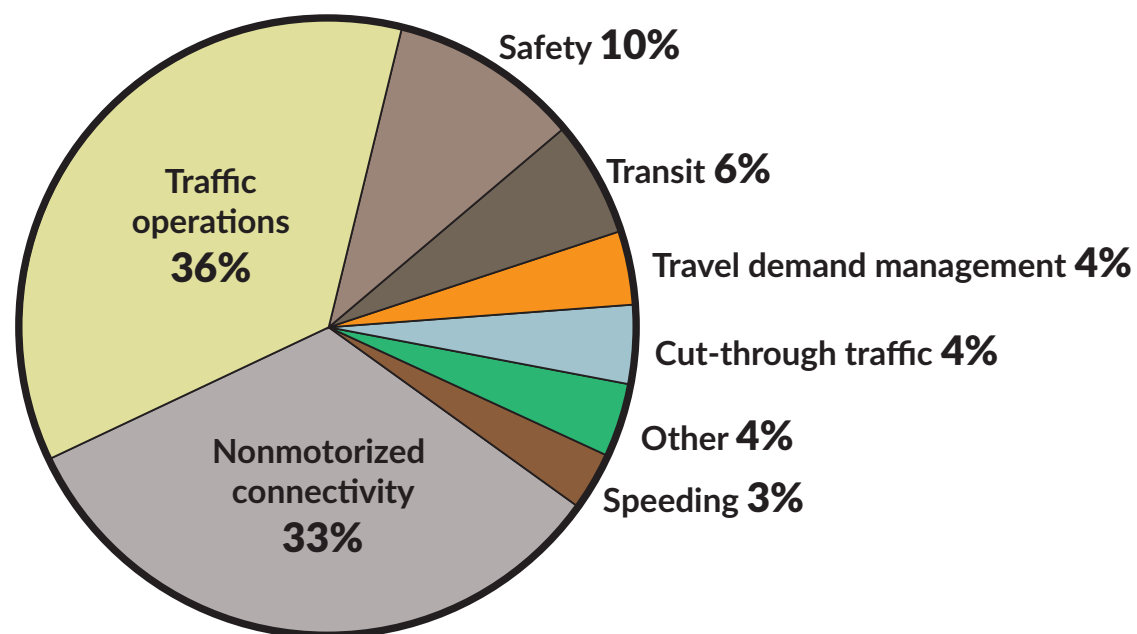


What we've heard about traffic and mobility

WSDOT and the City conducted a public records search of past comments to identify community traffic management concerns. Traffic-related comments were compiled from the City of Seattle and SR 520 public correspondences databases from February 2012 to June 2016.

Major themes of feedback include:

- Traffic operations
- Nonmotorized connectivity
- Safety
- Transit
- Travel demand management
- Cut-through traffic
- Speeding
- Other topics



Based on 740 traffic-related comments collected between 2012 and 2016.

SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM

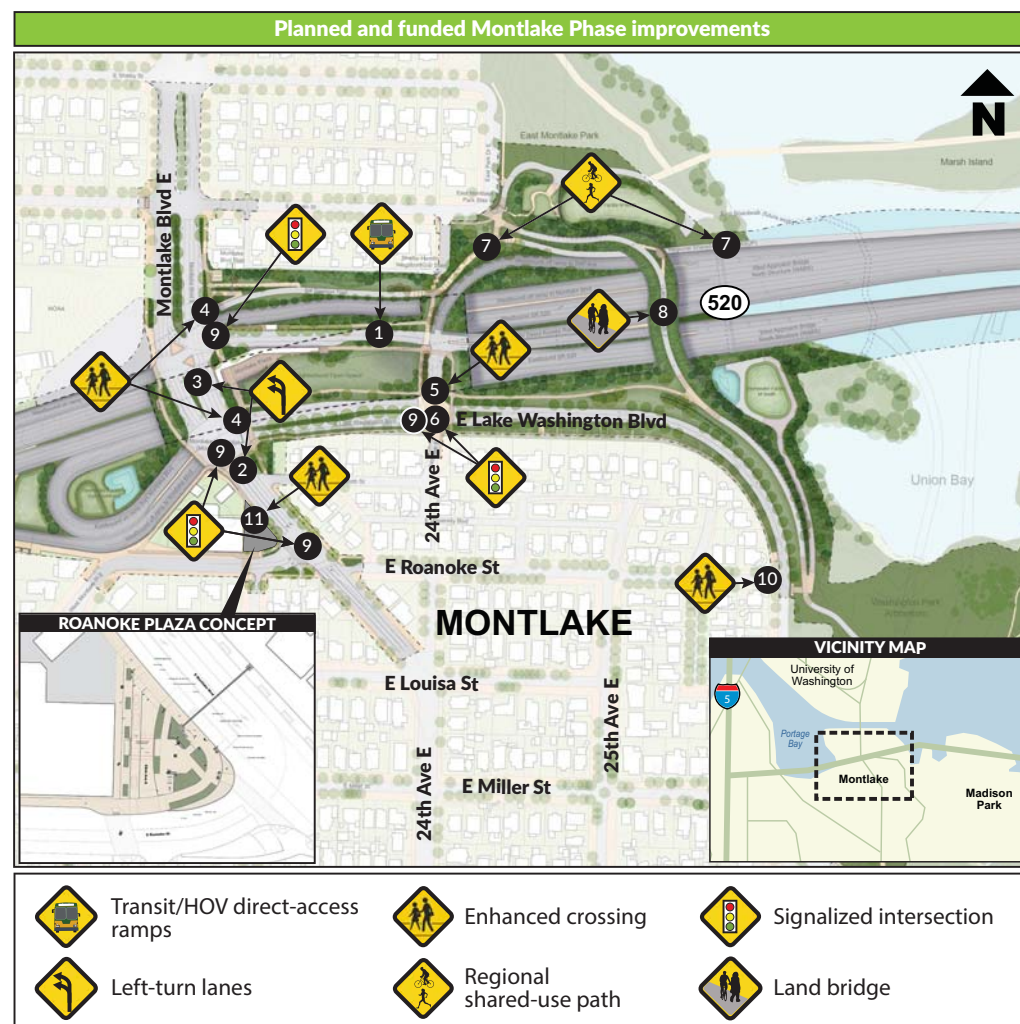


Planned and funded Montlake Phase improvements

Montlake Phase - WSDOT permanent improvements

Construction planned to begin 2018, with a 4- to 5-year duration

Improvement	Benefit
1 SR 520 transit/HOV direct-access ramps on Montlake lid	Improves transit/HOV access, capacity and reliability on SR 520 mainline and in the Montlake Blvd corridor
2 Dual left turns from northbound Montlake Blvd to the eastbound SR 520 on-ramp	Accommodates additional traffic with the closure of eastbound on-ramp from Lake Washington Blvd
3 Left turn from northbound Montlake Blvd to westbound SR 520 on-ramp	Improves traffic flow through Montlake Blvd
4 Sidewalk crossing distances reduced where possible throughout the Montlake interchange	Improves pedestrian and bicycle safety and mobility
5 Raised intersection at 24th Ave E and E Lake Washington Blvd	Improves pedestrian and bicycle safety and mobility
6 Signalized intersection at 24th Ave E and E Lake Washington Blvd	Supports traffic flow and reduces backups on SR 520 mainline, 24th Ave E off-ramp and E Lake Washington Blvd
7 Complete connection of regional shared-use path	Improves nonmotorized mobility and connectivity
8 Bicycle and pedestrian land bridge across SR 520 east of the Montlake lid	Provides a new nonmotorized connection between the Arboretum and points north
9 Upgraded traffic signal equipment	Allows forward compatibility with future adaptive signals
10 Enhanced crossing at Lake Washington Blvd E and E Roanoke St	Improves safety and mobility for pedestrians and bicyclists
11 Roanoke Plaza transit and pedestrian improvements at intersection of E Roanoke St and E Montlake PI E	Improves transit connectivity and pedestrian mobility and safety



SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Examples of potential local traffic management measures



Traffic circle



Other traffic-calming measures



Crossing enhancements



Speed humps



SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM


List of potential local traffic management measures

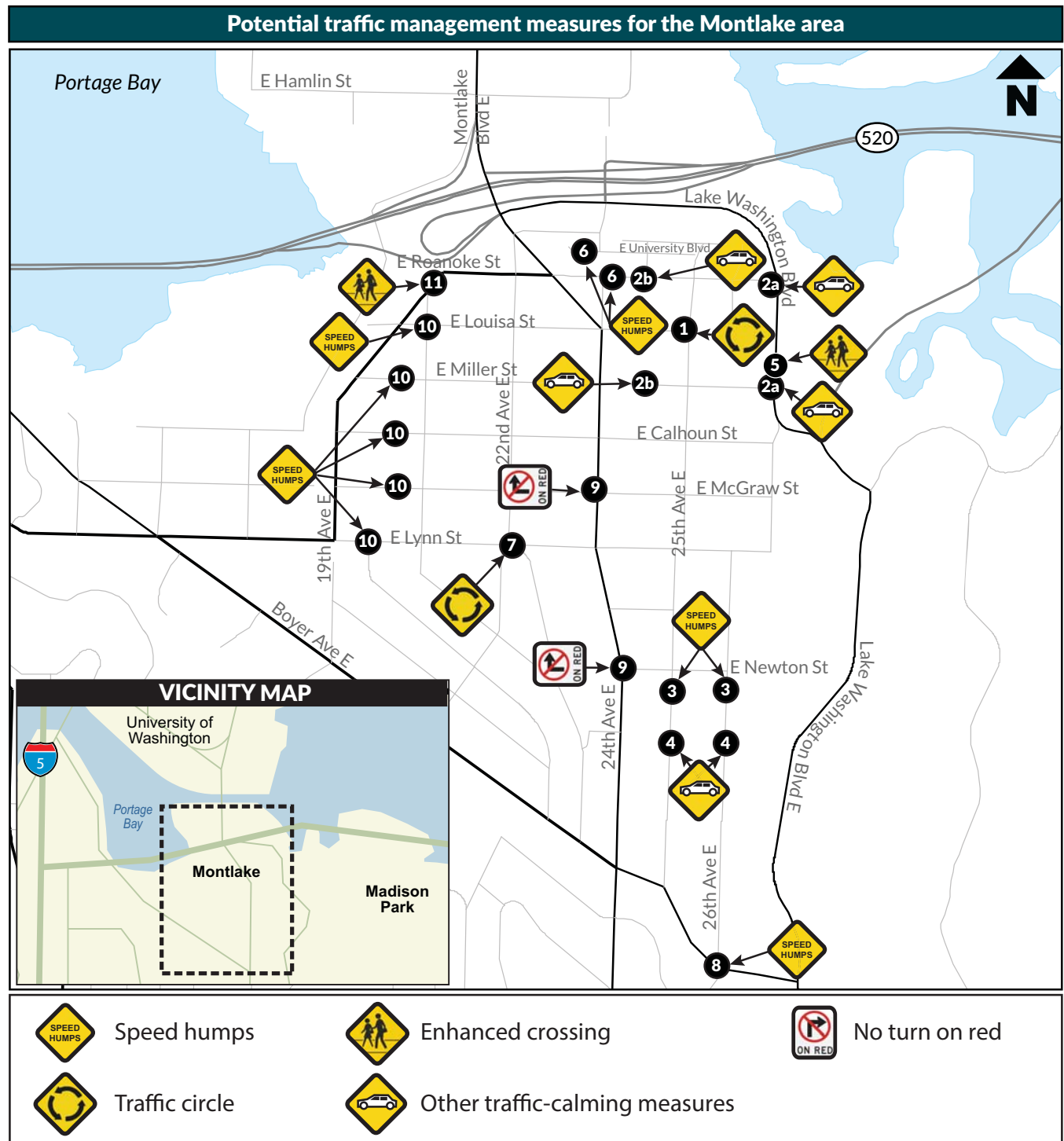
Potential traffic management measures for the Montlake area

Location Description	Potential Treatment	Notes
Implemented before Montlake Phase construction		
1 E Louisa St and 25th Ave E	Traffic circle to slow speed and reduce cut-through traffic	Nonarterial fire route. Implementation dependent on fire response impacts
Implemented during Montlake Phase Construction		
2a Lake Washington Blvd E at E Miller St and E Roanoke St	One-way out curb extension to reduce U-turns and wrong-way traffic on Lake Washington Blvd	Impacts community circulation. Community support needed for implementation
2b E Miller St and E Roanoke St	One-way eastbound between 25th Ave E and Lake Washington Blvd E	Impacts community circulation. Community support needed for implementation
3 25th Ave E and 26th Ave E between Boyer Ave E and E Lynn St	Speed cushions to reduce speed	Community support needed for implementation
4 25th Ave E and 26th Ave E between Boyer Ave E and E Lynn St	Staggered parking on both sides of street to reduce speeds	Community support needed for implementation
5 Lake Washington Blvd E at E Miller St	Enhanced crossing, potentially with crossing beacon, to improve pedestrian and bicyclist safety	Community support needed for implementation
6 E University Blvd and E Roanoke St	Speed humps between Lake Washington Blvd E and 24th Ave E to reduce speed	Community support needed for implementation
Implementation determined based on monitoring during Montlake Phase construction		
7 E Lynn St and 22nd Ave E and 23rd Ave E	Compact roundabout to reduce speeds and cut-through traffic	Nonarterial fire route. Implementation dependent on fire response impacts
8 Boyer Ave E between Lake Washington Blvd and 24th Ave E	Speed humps between 25th Ave E and 26th Ave E to reduce speed	Designated fire response route. Implementation dependent on fire response impacts
9 24th Ave E and E McGraw St and E Newton St	Signalized, no turn on red during AM/PM peak, to reduce cut-through traffic	Community support needed for implementation
10 East-west streets between E Roanoke St and including E Lynn St	Speed humps between 19th Ave E and 24th Ave E to reduce speeds	Community support needed for implementation
11 E Roanoke St and W Montlake Pl E	Crossing improvements to improve pedestrian and bicyclist safety	Designated fire response route. Implementation dependent on fire response impacts

SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Map of potential local traffic management measures



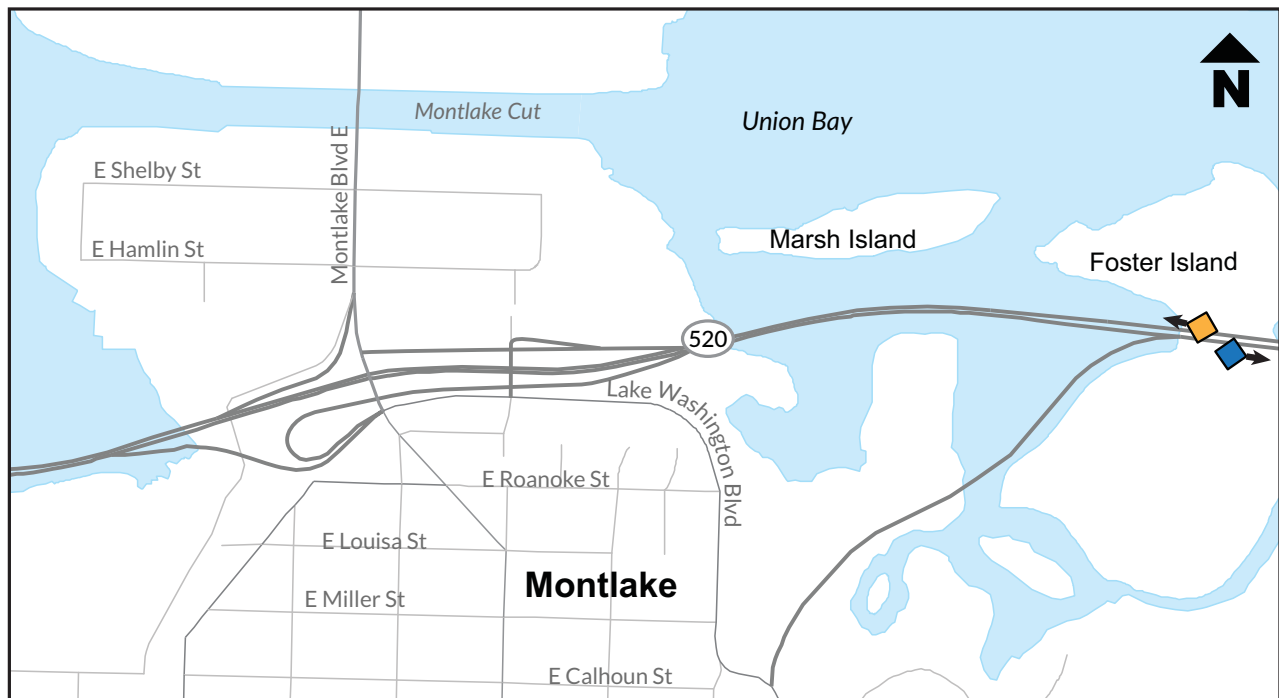
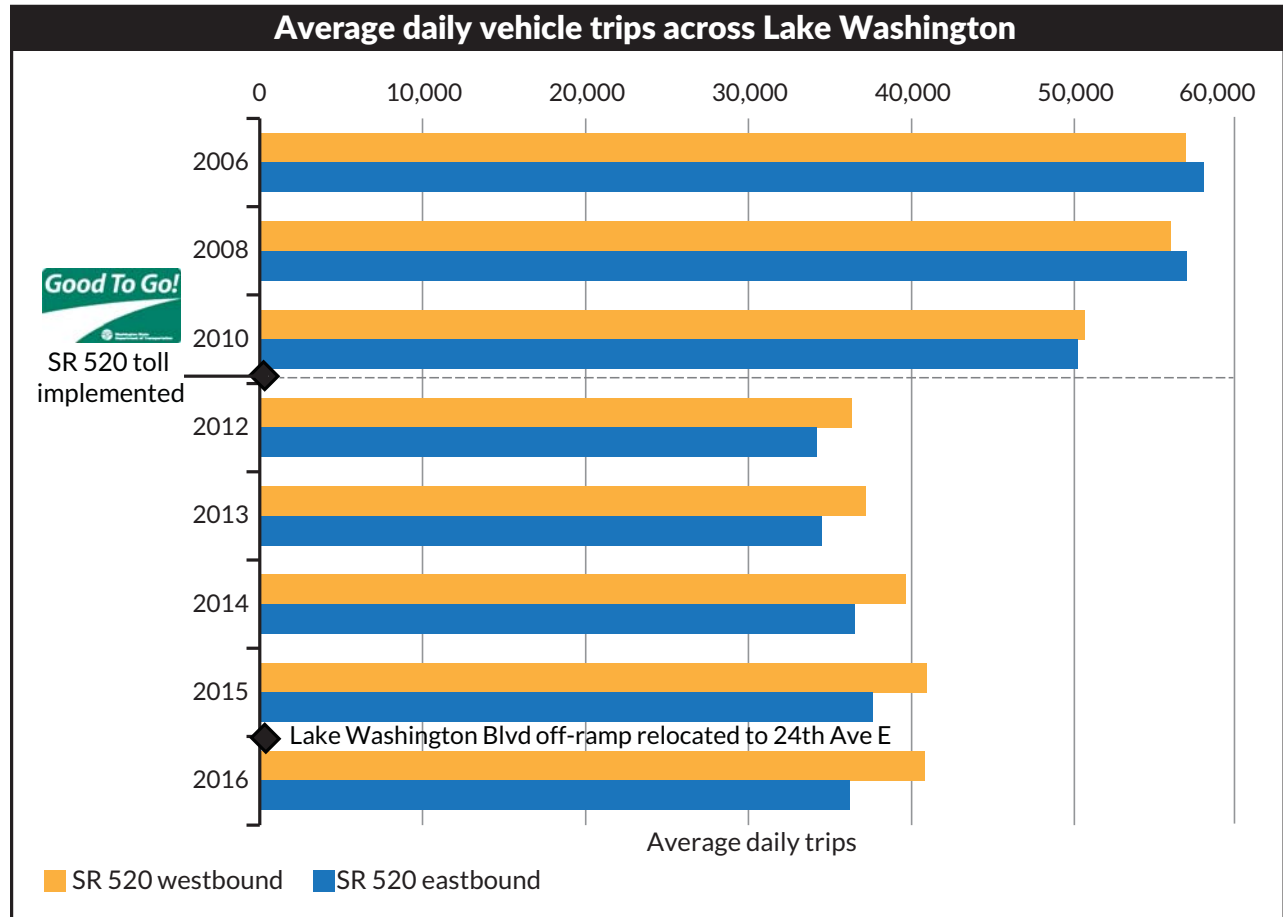
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Average daily vehicle trips across Lake Washington

Key Takeaway:

Daily traffic volumes on the SR 520 floating bridge have decreased by approximately 30 percent since tolling began.



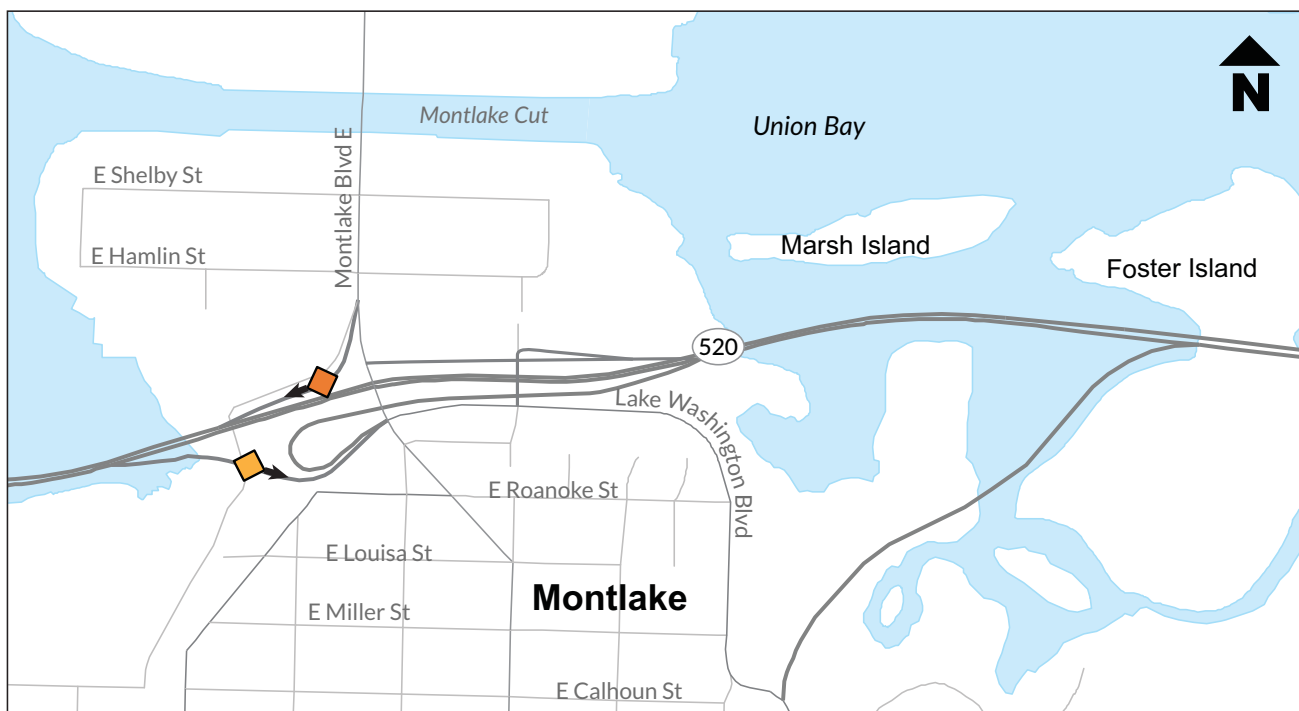
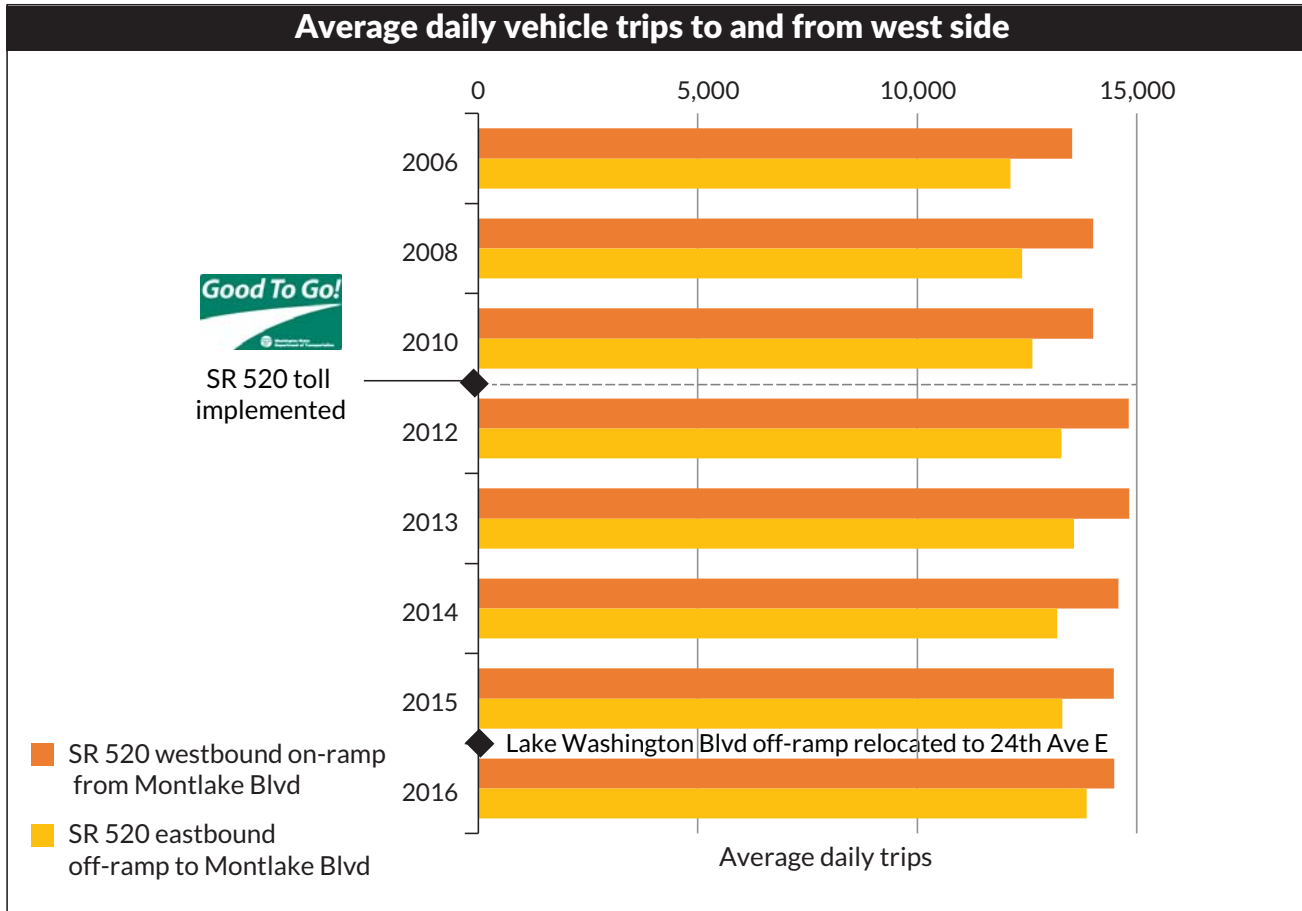
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Average daily vehicle trips to and from west side

Key Takeaway:

Although cross-lake travel has decreased since tolling, traffic exiting eastbound SR 520 at Montlake Boulevard and traffic moving westbound toward I-5 has increased slightly.



SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM

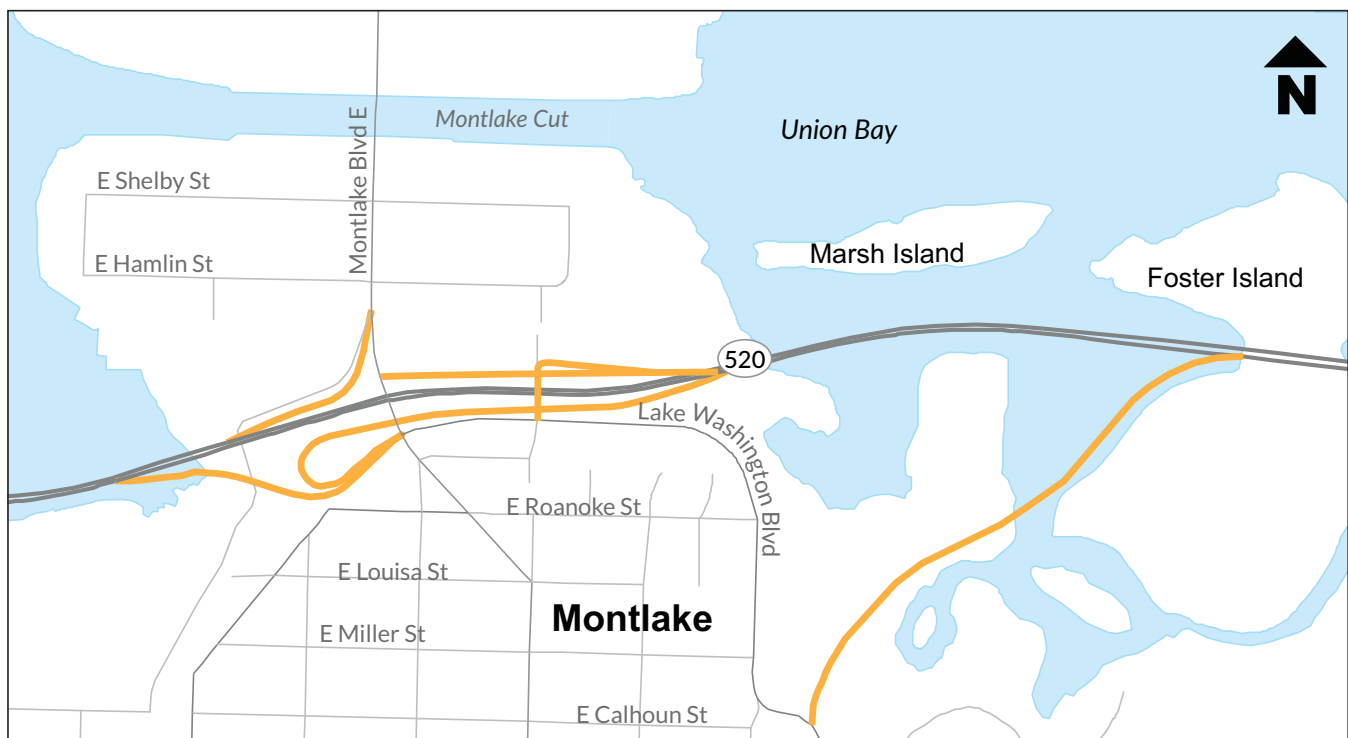
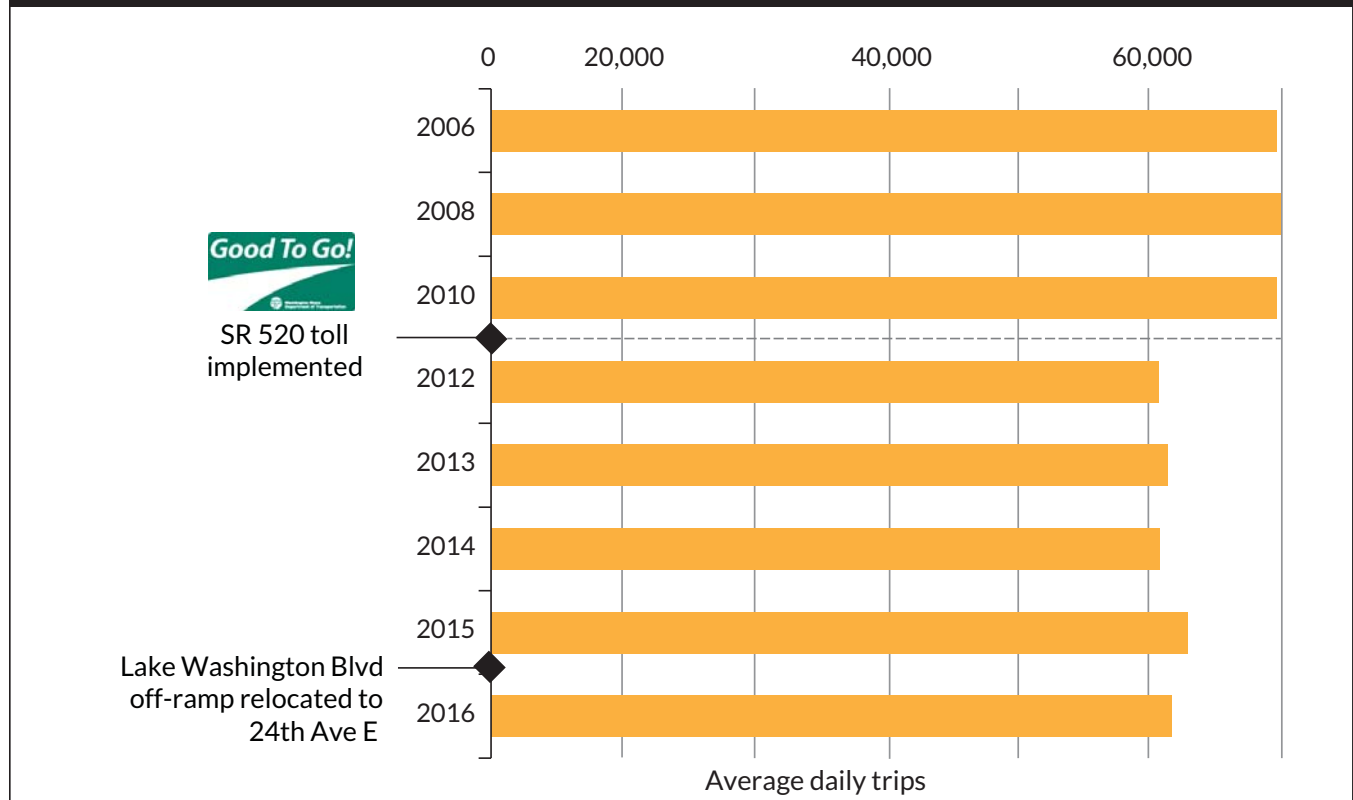


Total average daily vehicle trips all ramps to and from Montlake

Key Takeaway:

Traffic on SR 520 on- and off-ramps has declined by about 8,000 vehicles per day since tolling began.

Average daily vehicle trips all ramps to and from Montlake



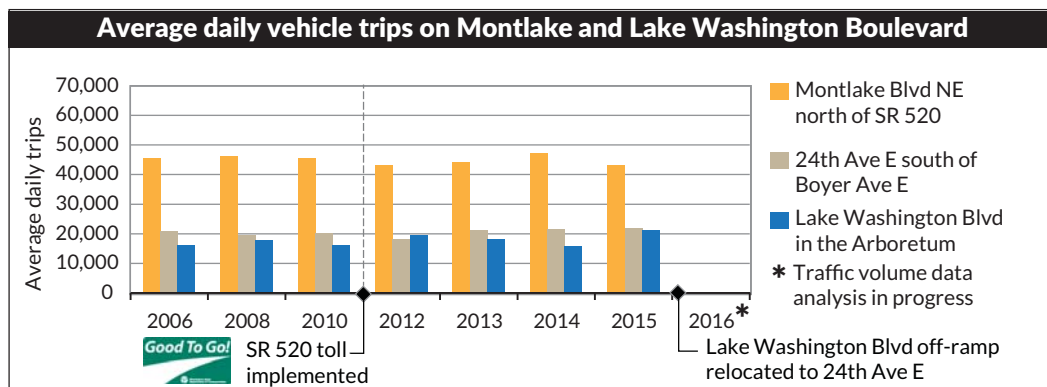
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Average daily vehicle trips on Montlake and Lake Washington Boulevard

Key Takeaway:

Montlake Boulevard traffic decreased slightly with the implementation of SR 520 tolling but has since returned to near pre-tolling volume. Peak-hour traffic volumes on Montlake Boulevard have remained essentially the same as the pre-toll period, with about 3,700 vehicles per hour crossing the Montlake Bridge.



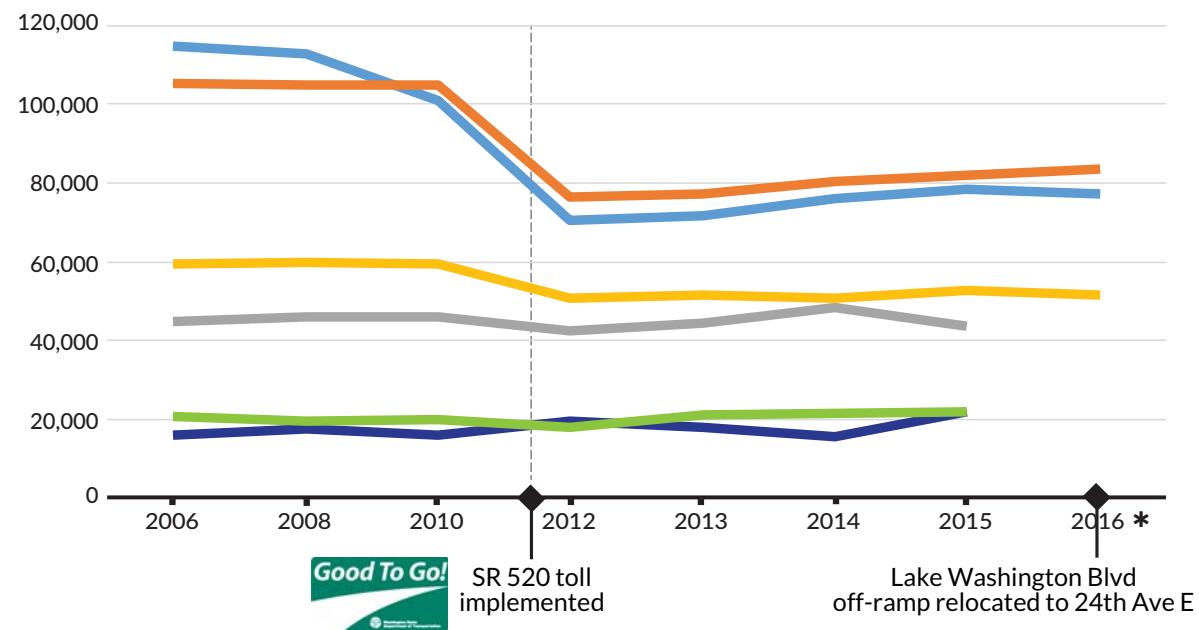
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM

Average daily vehicle trips in the Montlake area

This exhibit summarizes the information in the previous traffic volume charts, showing average daily trips on the SR 520 mainline, the on- and off-ramps, and the nearby City arterials.

Average daily vehicle trips in the Montlake area

Average daily trips



All traffic across floating bridge

All traffic across Portage Bay

Montlake interchange on- and off-ramps

Montlake Blvd NE north of SR 520

24th Ave E south of Boyer Ave E

Lake Washington Blvd in Arboretum

* Traffic volume data analysis in progress

Key Takeaway:

Traffic volumes on the SR 520 mainline and Montlake interchange ramps decreased after tolling was implemented. Volumes on local arterials in the Montlake area decreased slightly after tolling began but have since increased to pre-tolling levels.

SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Key dates and next steps

- **March 21:** Draft NTMP report and survey posted online, public comment period began
- **March 22:** Host public meeting
Provide comment at the meeting via comment cards and/or laptops in the room
- **April 4:** Public comment period closes
- **Late April:** Summary of public comments available online
- **Summer/fall 2017:** Finalize NTMP and publish online before construction of the SR 520 Montlake Phase begins



SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



How to provide comment

The public comment period extends from March 21–April 4, 2017.

Here's how you can provide your comments:

In person: Make comments today via paper comment forms or laptops in the room

Online survey: www.surveygizmo.com/s3/3407456/SR520NTMP

Email: SR520NTMP@wsdot.wa.gov

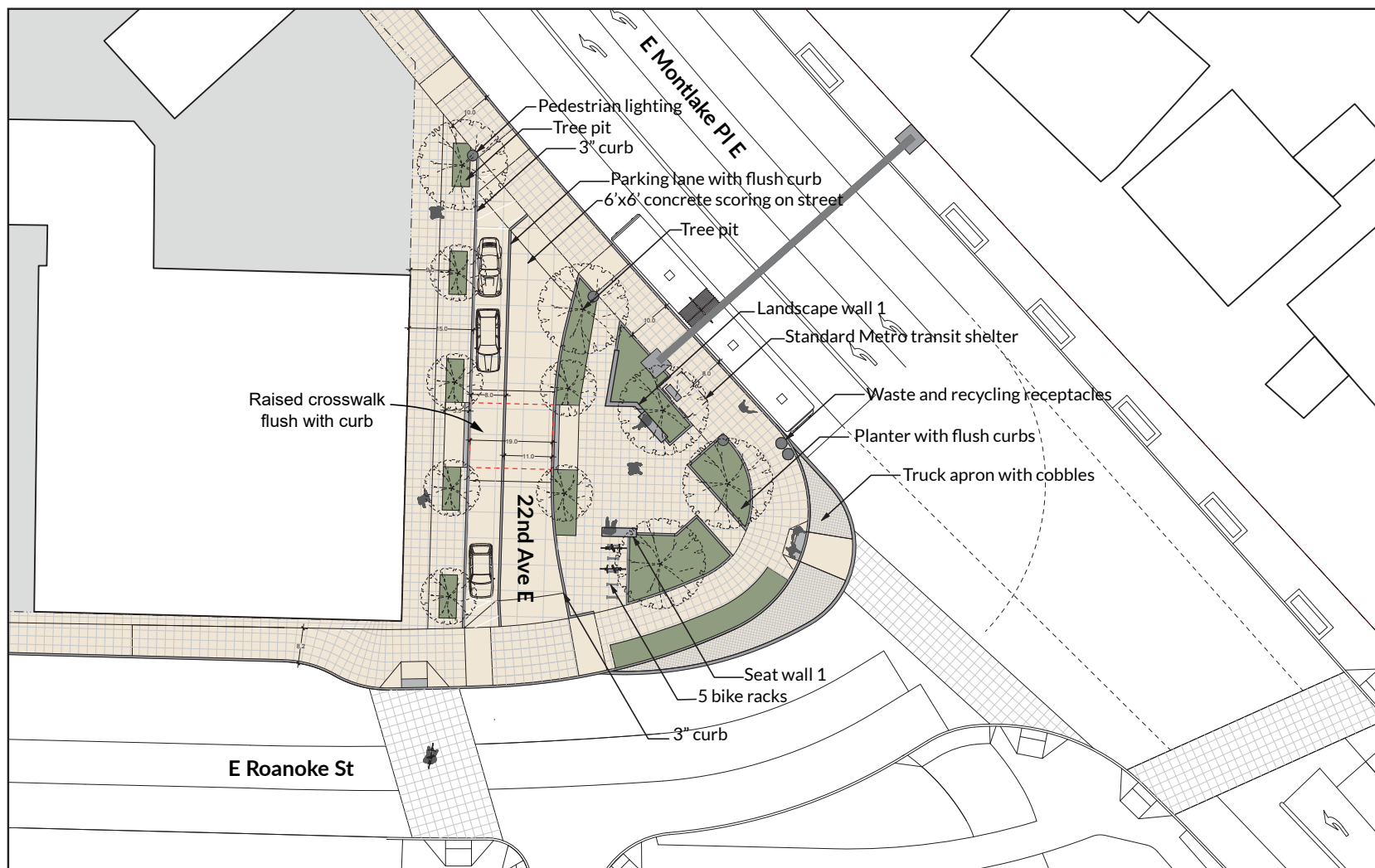
Mail: Washington State Department of Transportation
999 3rd Avenue, Suite 2200
Seattle, WA 98104

View the draft SR 520 Montlake Phase Neighborhood Traffic Management Plan online: www.wsdot.wa.gov/projects/SR520bridge/I5tolakewa/montlake



SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM

Roanoke Plaza Concept (Developed by City of Seattle)



Draft conceptual graphic for illustrative purposes only. Subject to change. Last updated: March 20, 2017.